

Summary of Tysons Corner Land Use Task Force Meeting
March 13, 2006 7:00 PM
Fairfax Chamber of Commerce, 8230 Old Courthouse Road

- I. Call to Order: The Initial Community Outreach Final Report was distributed to the Task Force. In addition, the Task Force approved the February 27, 2006 meeting summary.
- II. Discussion on the Guiding Planning Principles: DPZ staff presented a table showing how the new Plan objectives are linked to some of the initial outreach's key themes and values and provided examples of supportive guiding planning principles. The five draft guiding planning principles provided to the Task Force were: 1) Tysons' edges should remain as currently developed or planned; 2) Tysons' most intense development should be focused around the rail stations; 3) Tysons' building heights should be limited to how currently planned in order to provide transition to surrounding neighborhoods, an exception may be in close proximity of transit stations; 4) Increasing housing incentives should be considered, especially with the purpose of providing affordable and workforce housing; and 5) Existing residential development in Tysons should be retained, if currently built as currently planned and not within close proximity to a future rail station. The purpose of formulating guiding planning principles is to provide parameters for developing consensus development concepts which can be evaluated for transportation and other infrastructure implications. [See the Working Draft Document for Formulation of Guiding Planning Principles from Consensus Concepts Table.](#)

The Task Force raised many issues about the draft of the guiding planning principles, which included some of the following concerns.

- 1) The principle addressing the edge of Tysons was mentioned as being too prescriptive and should be revised to be descriptive of how the edge areas should be compatible with the surrounding neighborhoods, such as by stating: the edge areas should maintain compatible transitions to the adjacent neighborhoods in terms of intensity, scale and building height.
- 2) There was a lack of consensus on what should be the walk distance around Metrorail stations for focusing intense development; however, the discussion showed general agreement on some limiting factors that influence the distance that most pedestrians will walk, such as topography and man-made barriers (extensive road right-of-way and buildings). The Task Force also identified the need for other areas of Tysons (not in proximity to the Metrorail stations) to intensify and become more urban.
- 3) The third guiding principle dealt with retaining the current Plan's height concept. After some discussion, it was determined that more information is needed by the Task Force to understand the implications of this principle and staff indicated that additional information on the Plan's height concept will be provided at the next meeting.
- 4) The Task Force agreed with the fourth principle to increase incentives for housing; however, further discussion needs to take place to ensure the outcome improves the balance of jobs and housing.
- 5) On the last guiding planning principle, the Task Force discussed retention of housing.

During the discussion of the draft guiding planning principles, additional information was requested to help understand various issues and improve the ability to refine the guiding planning principles. DPZ staff indicated additional refinements will be made to the working draft of the Guiding Planning Principles; these refinements include the completion of matching the Plan's Objectives with all the initial outreach values. The Task Force also requested copies of the graphics used during the presentation with a revision to include the current Plan's core area boundary on the graphics. In addition, the Task Force requested more information on building

heights to better understand the Plan's building height concepts, a draft grid of streets, an improved pedestrian accessibility network including pedestrian crossings of roads, such as Route 123 and Route 7, and more information on the number of school children at each existing development.

- III. Unstructured Thinking: An announcement was made that on March 28, the Dulles Corridor Metrorail Project Team is hosting a public hearing on the Preliminary Engineering Design Refinements Environmental Assessment for the Dulles Corridor Metrorail Project. A concern was mentioned about the rail project proposing 6 foot sidewalks on Route 7, which is not consistent with the current Trail Plan's 8 to 10 foot wide multi-use trail/sidewalk. It was mentioned that this issue should be addressed through the rail project process and not this Task Force.
- IV. Next Meeting: Monday, March 27, 2006, 7 PM., Fairfax County Chamber of Commerce, 8230 Old Courthouse Road. The focus of this meeting will be to continue the discussion needed to formulate guiding planning principles. Information to be provided and reviewed will include: 1) existing and planned building heights, 2) review of a draft existing street grid concept and pedestrian network, 3) public school enrollments from existing residential developments in Tysons and 4) additional refinements to the working draft of the Guiding Planning Principles.
- V. Adjourn (Meeting adjourned 9:30 PM)